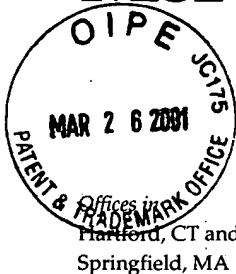


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McCormick, Paulding & Huber LLP
 Intellectual Property Law

March 22, 2001

Assistant Commissioner
 For Patents
 Washington, D. C. 20231

RE: Appellant's Supplement to the Appeal Brief (Our
 File No. 2821-193)

Dear Sir or Madam:

Please find enclosed documents for submission with the Appellant's Supplement to the Appeal Brief mailed on March 21, 2001. The enclosed documents include highlighted sections, but are otherwise identical to the documents previously supplied with Appellant's Supplement to the Appeal Brief.

Thank you for your attention to this matter. Should you have any questions please don't hesitate to contact us.

Very truly yours,

McCormick, Paulding & Huber LLP

By Michael Clorite
 Michael T. Clorite

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FOREWORD

There is nothing mysterious about a Stanley car. Its wheels, axles, chassis frame, body, radiator, steering gear, brakes, storage battery and dynamo are similar to other cars. Its power plant and power control are different and are very simple. The power plant consists principally of

A simple two cylinder double acting steam engine, which is attached rigidly to the rear axle, so that the engine and rear axle; in fact, the whole driving mechanism is a unit, attached to the chassis frame at three points.

A boiler which supplies steam to the engine.

A kerosene burner which supplies heat to the boiler.

A set of tanks and pumps which automatically supply water to the boiler, fuel to the burner, and lubricating oil to the engine cylinders.

A set of automatic valves which control the supply of water to the boiler and fuel to the burner.

A radiator which condenses the exhaust steam and returns the water to the water tank.

A storage battery which supplies current for light and for starting the pilot light.

A dynamo which automatically charges the storage battery.

The power control consists of a throttle lever and a reverse pedal.

Mechanical knowledge is not necessary in order to drive a Stanley car successfully, but a thorough understanding of the car will assist one to get the best results under all conditions.

STANLEY MOTOR CARRIAGE CO.,
NEWTON, MASSACHUSETTS

Article 2: To Steam Up (Continued)

See Fig. 3

TO STEAM PRESSURE GAUGE

Open the lower try-cock at the bottom of the water-indicator which is between the boiler and dash on the left side, and see that runs out of it.

If it does, it indicates that the water in the boiler is above this and that is sufficient for steaming up.

More does no harm but will take more time to raise steam.

If no water runs out read Paragraph 3 of Article 4.

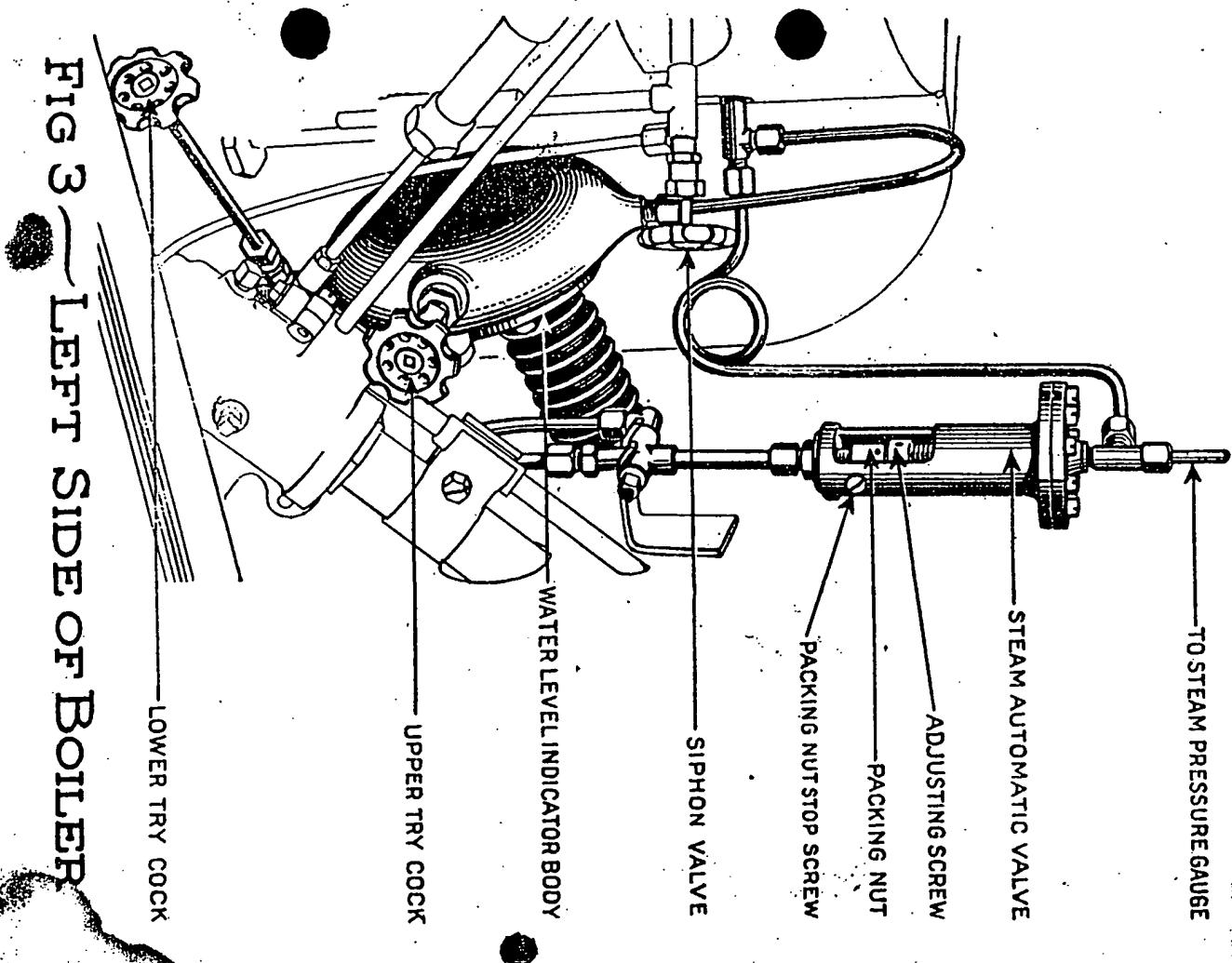


FIG 3 — LEFT SIDE OF BOILER

449 Wire gauge strainer. Although seldom found, the parts list calls for a strainer which is retained within the single head (PC. #447 or 447A) by means of the sub cap (PC. #447).

450 Single head. This fitting, which contains the seat and valve ball (PC. #445B), was available with either one side outlet or two (PC. #447).

451 Valve stem tip. Many times the valve stem tip and into just one stem the diameter of the valve stem.

452 Valve head. The valve stem (PC. #445 and 444) are combined into valve stem tip. Many times the valve stem tip and

453 Valve stem tip. Many times the valve stem tip and valve should give trouble-free service for many years. If these instructions are followed carefully, this difference of no more than 25 psi.

454 Using the heavy-duty spring in the body should make this valve with a maximum pressure of 600 psi. Using the high pressure air, usually between 500 and 600 at the desired pressure, set the valve to shut off the end of the set screw and the stuffing box nut.

455 Using high pressure air there is clearance between screw, making sure that there is clearance between proper tension. Tighten the stuffing box nut set screw, making sure that there is clearance between the body (PC. #447).

456 Hold the locknut (PC. #437) backed off as far as it will go, tighten the assembly consisting of the stuffing box, nipple, double head, and sub cap 3/4's of a turn and set the lock nut (PC. #437) against the firmly on the seat. Then, back off the assembly (PC. #436, 446, 447, and 448) until the stem holds the ball firmly on the seat.

457 With the spring about three complete turns, tighten the twelve screws evenly, using a heavy-duty screw driver and a 6" adjustable wrench. After assembling, bring the adjusting screw (PC. #440) up against the top spring button (PC. #440), and com-

458 When installing the remaining ten screws, hold the body together and screw the top cap and the diaphragms in place. Bring the top cap and the through the top cap and gasket. Then put the two lenses into the double head screws (180 degrees apart) the twelve hole surface of the base, or top cap.

459 Assemble valve. Use Permatex cement on both sides of the paper gasket. Place the gasket against the body to adjust your stuffing box nut and

460 Run a #16 drill (0.177" dia.) through the six holes in the stuffing box. Assemble the spring-case portion of the valve, pack

461 the cylinder oil. This will toughen the wrench slightly to adjust your stuffing box nut and

462 about 3" long, turned down to 0.175" for a distance of 1/4" on one end. Chamfer each end 1/64" x 45 degrees to knock off any sharp edges. Then heat the small end red hot with a torch and quench in

463 the body, top cap, and double cap (PC. #431, 432 and 447). Then machine the two twelve-hole

464 surfaces by taking a light skim chip to provide

465 perfectly planed surfaces. Two 0.014" annealed

466 surfaces by taking a light skim chip to provide

467 the body, top cap, and double cap (PC. #430 (like the

468 diaphragm operated valve, although it works

469 June 1986, Volume V, Number 1) is a simple

470 fuel automatic, PC. #460, see TEAM TALK article

471 The steam automatic valve, PC. #430 (like the

472 steam automatic

473 converesly to the fuel automatic.

474 Clean the parts with pilot fuel, and wire-brush

475 and 447). Then machine the two twelve-hole

476 surfaces by taking a light skim chip to provide

477 perfectly planed surfaces. Two 0.014" annealed

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Stanley Fuel Automatics: A Modification

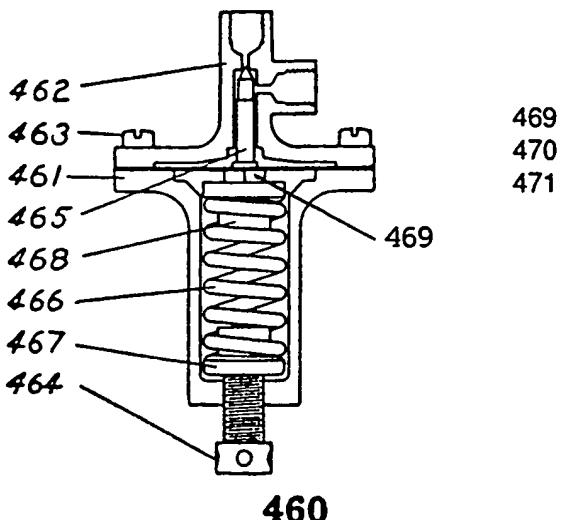
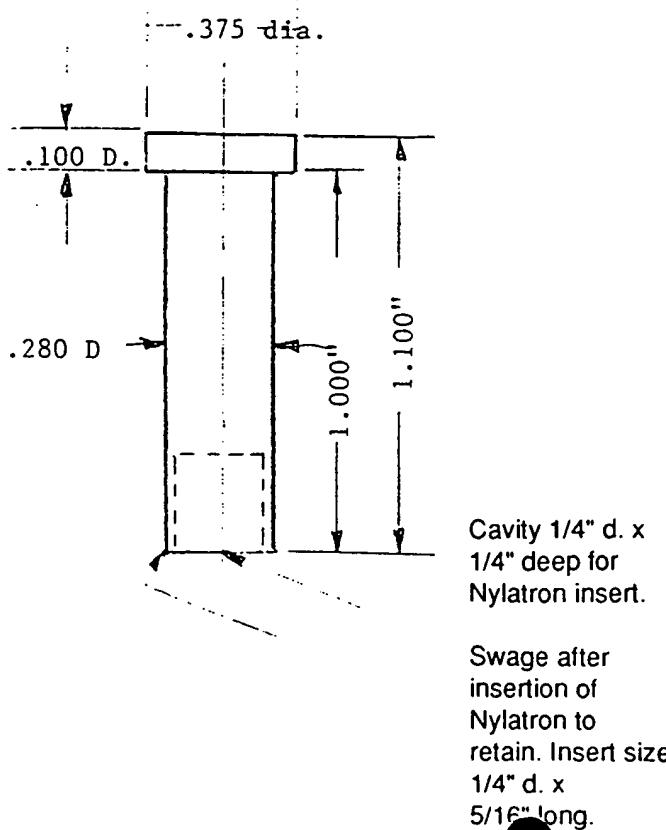
by Ole B. Vikre, Jr.

I first heard about this "fix" several years ago when I asked Ole's son-in-law, Brent Campbell, why he didn't bother to shut his pressure retaining valve when he parked his car for any length. How nice not to lose all your fuel pressure because you forget to shut it at the end of the day! I've been asking Ole for this ever since, so I'm especially happy to present this article now.

The Stanley fuel automatic, part #460 in the Stanley parts catalogue, has been manufactured in three distinct styles:

- Exactly as shown in the parts catalogue as #460 — see drawing;
- With the lower spring seat, parts catalogue #468, sitting directly on the diaphragm without the hex nut, #469;
- The style used in the condensing cars, which has an additional part, shown in the

PIECE #1



article as piece #2, with a 7/16"-20 thread, made completely of 5/8" hex brass. It originally had a hardened steel insert that served as a seat, a spring-loaded needle also made from steel, and used a dimpled diaphragm. The needle, parts catalogue #465, and its mating seat, which was pressed into the 7/16"-20 end of piece #2, were both hardened steel. These pieces soon rusted and otherwise deteriorated, causing leakage.

This "new" modification uses one each of pieces #1, #2 and #3, as shown, plus a gasket and diaphragm (without a hole). It also employs a Nylatron insert (also called molybdenum-filled nylon) 1/4" in diameter x 5/16" long. This insert is placed into the end of piece #1 and swaged in place. After swaging, the end is machined square with the axis of piece #1.

If your fuel automatic is exactly like #460 in the parts catalogue, the area in the way of the pin (or needle) will have to be carefully enlarged to accommodate pieces #1 and #3, finishing the bottom face with a flat-bottomed drill a few thousandths of an inch larger than the o.d. of your small spring, piece #3 (.422-.425").

The next step is to make up a sleeve from scrap brass the same i.d. and o.d. as the small spring, piece #3, but only 7/8" in length. Using this sleeve in place of the small spring, install it along with piece #1 into the valve cavity of parts catalogue #462 which you previously machined with the flat-bottomed drill.

The .375" diameter button on the end of piece #1 and the gasket surface of parts catalogue #642

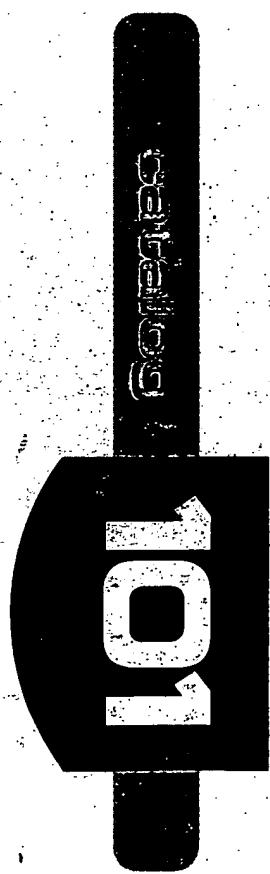
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